Where Do You Want to Go? People, Mobility and the New Commercial Strip
Panelists

• Alex Dupey, Director of Planning Services, MIG, Inc.
• Kathleen Lacey, Associate Planner, City of Boise, ID
• Stephen Hunt, Principal Planner, Valley Regional Transit
Topics Today

• Commercial corridors and changing retail environment
• Demand for new types of development
• Connecting people and services
Commuter Mode Share

Share of commuters using each mode

- Home
- Other
- Walk
- Transit
- Carpool
- Drive alone

2018
2010
2000
1970

0.0% 10.0% 20.0% 30.0% 40.0% 50.0% 60.0% 70.0% 80.0% 90.0%
The New Main Street
60% would spend at least a little more for a house in a walkable community.

20% prefer to live in an attached home in a walkable area than a detached home in a conventional neighborhood.

88% said they have a higher quality of life if there are places to walk to nearby.

National Realtors Association: 2017 Community and Transportation Survey
70% said that walkability, a short commute, and proximity to highways are important when deciding where to live.

80% prefer walking to driving. Older generations prefer driving.

60% said they drive because they have no other options.

National Realtors Association: 2017 Community and Transportation Survey
SILVER TSUNAMI
<table>
<thead>
<tr>
<th>6' SIDEWALK</th>
<th>2.5'-6' LANDSCAPE</th>
<th>6' BIKE LANE</th>
<th>12' HOV LANE</th>
<th>12' TRAVEL LANE</th>
<th>12' TRAVEL LANE</th>
<th>12' TRAVEL LANE</th>
<th>12' HOV LANE</th>
<th>6' BIKE LANE</th>
<th>2.5'-6' LANDSCAPE</th>
<th>6' SIDEWALK</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW = 113'-120'</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
Figure 4.5
LEVEL 3 IMPROVEMENTS

New desert appropriate shade trees (meeting intersection sight distance and roadway clear zone guidelines)

Clustered pedestrian amenities

New mural and utility box art
New awning
New storefront
New blade sign
New awning

Repair/improve awning
Restore neon signs

Preserve historic character where possible

New paint
Where Do We Grow?
A Home for Everyone

“Keep our neighborhoods people-scaled and people-friendly, knowing that strong neighborhoods need housing at every price point”

Boise Mayor Lauren McLean
Grow Our Housing

GROW OUR HOUSING STRATEGIES

• Establish a Housing Land Trust
• Expand the Housing Incentive Program
• Align Public + Private Funding and Resources

Next 20 years:

50,000 NEW RESIDENTS

20,000 NEW LIVING UNITS NEEDS
Federal Funding

Community Development Block Grant (CDBG) Entitlements To City of Boise

1975
$5 Million
Population: 75,000
$66 Per Person

2019
$1.3 Million
Population: 220,000
$6 Per Person
Where Will the City Focus?

**2020 INCOME GUIDELINES**
- **Extremely Low (30% AMI)**
  - 1 Person - $15,750
  - 4 Person - $26,200
- **Very Low (50% AMI)**
  - 1 Person - $26,200
  - 4 Person - $37,400
- **Low (80% AMI)**
  - 1 Person - $41,900
  - 4 Person - $59,850
- **Workforce (120% AMI)**
  - 1 Person - $62,832
  - 4 Person - $89,760

**2018 HOUSEHOLDS BY INCOME LEVEL**
- **88,000 Households**
  - 7,920 Extremely Low
  - 8,800 Very Low
  - 13,200 Low
  - 58,080 Workforce + Above
GOAL = 1,000 NEW LIVING UNITS PER YEAR

<table>
<thead>
<tr>
<th></th>
<th>Units Completed 2019</th>
<th>Percent of Total</th>
<th>Units Completed 2018</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>687</td>
<td>47%</td>
<td>764</td>
<td>54%</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>774</td>
<td>53%</td>
<td>638</td>
<td>46%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,461</td>
<td>100%</td>
<td>1,402</td>
<td>100%</td>
</tr>
</tbody>
</table>

LESSONS LEARNED

- The City is exceeding the 1,000 units per year threshold that aligns with our housing and transportation work.
- There’s been a shift towards multi-family units, which will continue.
- “Excess” supply is not reducing housing prices, yet.
GOAL = 350 INCOME-RESTRICTED UNITS PER YEAR

<table>
<thead>
<tr>
<th></th>
<th>Units Completed 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adare Apartments (60% AMI)</td>
<td>121</td>
</tr>
<tr>
<td>New Fath Community Housing (Permanent Supportive Housing)</td>
<td>41</td>
</tr>
<tr>
<td>Single-Family Housing (80% AMI)</td>
<td>7</td>
</tr>
<tr>
<td><strong>TOTAL INCOME-RESTRICTED UNITS COMPLETED IN 2019</strong></td>
<td><strong>169</strong></td>
</tr>
</tbody>
</table>

LESSONS LEARNED

- The City needed better data on naturally occurring affordable housing (NOAH).
  - Analysis completed with real estate vendor on following slide.
  - A certification/registration program would provide information for existing units including rents, property conditions and future use.
Progress - 2019

FINANCIAL LESSONS LEARNED - INCENTIVES

• Adare Apartments statistics
  • Total cost: $28.6 million ($213,000/unit)
  • Total gap financing: $16.2 million or 57% (City, IHFA, CCDC)
    • 134 total units – funding gap per income-restricted unit: $134,000
    • 90% of units are income-restricted to 60% AMI

• Leland Consulting statistics
  • Urban Garden Style Apartments – 45 units/acre ($200,000/unit)
    • 213 total units – funding gap per income-restricted unit: $57,000
    • Assumes 50% of the units are income-restricted to 80% AMI
  • Podium Style Apartments – 125 units/acre ($240,000/unit)
    • 389 total units – funding gap per income-restricted unit: $95,000
    • Assumes 50% of the units are income-restricted to 80% AMI
**FINANCIAL LESSONS LEARNED, CONT.**

<table>
<thead>
<tr>
<th>Area Median Income</th>
<th># of Units</th>
<th>Estimated Gap Per Unit</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>30%</td>
<td>90</td>
<td>$125,000</td>
<td>$6,400,000</td>
</tr>
<tr>
<td>50%</td>
<td>100</td>
<td>$91,000</td>
<td>$9,100,000</td>
</tr>
<tr>
<td>80%</td>
<td>160</td>
<td>$40,000</td>
<td>$11,250,000</td>
</tr>
<tr>
<td><strong>TOTAL GAP</strong></td>
<td>350</td>
<td><strong>$76,429</strong></td>
<td><strong>$26,750,000</strong></td>
</tr>
</tbody>
</table>

**LESSONS LEARNED**

- Income-restricted projects require a greater degree of financial support.
- Mixed-income projects will require less; funding gap is project-based.

Source: City of Boise Department of Finance & Administration
## Budget Detail for Housing Activities

<table>
<thead>
<tr>
<th>Description</th>
<th>Total Capital</th>
<th>Capital Available for New Housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY'20 – Initial Grow Our Housing Investment</td>
<td>$5,000,000</td>
<td>$3,900,000</td>
</tr>
<tr>
<td>$1.1 million to purchase Franklin &amp; Orchard</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FY'20 – Preservation and replacement of existing rental housing</td>
<td>$6,100,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>FY'21 – Proposed Capital Plan Allocation (savings from stadium)</td>
<td>$3,000,000</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>FY'22 – Proposed Capital Plan Allocation</td>
<td>$3,000,000</td>
<td>$3,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$17,100,000</strong></td>
<td><strong>$11,900,000</strong></td>
</tr>
</tbody>
</table>
## Income-Restricted Housing in Progress

<table>
<thead>
<tr>
<th>Project</th>
<th>Income-Restricted Units</th>
<th>Funding Contributions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valor Pointe (Permanent Supportive Housing)</td>
<td>27</td>
<td>$1,250,000 $250,000</td>
</tr>
<tr>
<td>6th and Grove</td>
<td>45</td>
<td>$1,495,592</td>
</tr>
<tr>
<td>Celebration Acres</td>
<td>42</td>
<td>$1,600,000</td>
</tr>
<tr>
<td>AutumnGold (new single-family homes)</td>
<td>7</td>
<td>$850,000</td>
</tr>
<tr>
<td>2717 S. Vista (preservation of existing units)</td>
<td>80</td>
<td>$2,750,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>201</strong></td>
<td><strong>$7,945,592</strong></td>
</tr>
</tbody>
</table>
Housing Incentives

- Fee Waivers and Grants
- Development Density
- Land Leases
- Property Tax Abatement
- Higher Density by Right on Existing Commercial Corridors
Conclusions

- Developers motivated by different incentives
- Income-restricted housing requires public-private partnerships
- Currently, minimal interest in producing or partnering on income restricted housing, non-profit organizations the exception
- Property tax abatement – most attractive incentive
- Change will take time, may involve legislative changes
- Federal Housing Funds needed
Connecting the Dots
Connecting the Dots

- Public right of way and personal freedom
- What do we accommodate?
- How to connect people and transit
Connecting the Dots

The public’s freedom is determined by how we allocate public right of way.
Connecting the Dots

What cities choose to accommodate is what people will choose to use.
Connecting the Dots

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What cities choose to accommodate is what people will choose to use.
Connecting the Dots

- The Pedestrian & Bicycle Environment
- The Development Lot
- The Transit Station
- The Transit Running Way
Connecting the Dots

The Pedestrian & Bicycle Environment
Connecting the Dots

The Development Lot
Connecting the Dots

The Transit Station

- 60' (platform)
- 30' (shelter)
- Real-time signage
- Recessed LED lighting
- Multi-use path
- Station platform
- Back wind-screen/art panel
- Modular bays accommodate benches and leaning rails
- Ticket vending machine
- Info/map cabinet

10' (multiuse path at station) *
*12' (typical multiuse path elsewhere)
Connecting the Dots

The Running Way
Connecting the Dots
Implementation Considerations
Considerations

• Focus on the gems
• Consider lifecycle of large format retail—what comes after phase 1?
• Plan for future infill with site design standards—including large format retail
• Be flexible with uses—if they meet community goals
• Right size parking requirements
• Focus on multimodal access and pedestrian safety
• Don’t forget the amenities!